

CD NO.

DATE DISTR. 20 APR 51

50X1-HUM

NO. OF PAGES 1

NO. OF ENCLS.
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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1. Between 3 and 8 January 1951, a fairly thorough change of personnel was effected at the Frankfurt/Oder railway station. The personnel affected include inspection officials, marshaling personnel, officials of the car inspection service, loading personnel, switch personnel, and a number of employees from these sections have been transferred to Erkner, Fuerstenwalde, Cottbus, Beeskow, Storkow, and other stations of the Deutsche Reichsbahn; the Bahnbetriebswerk personnel has not been affected. In exchange, personnel from Erkner and the other stations have been assigned to work at the Frankfurt/Oder station.
2. While no official reasons were given for the transfers, [] believe that the Deutsche Reichsbahn and the Soviet authorities felt that in recent months the German personnel in Frankfurt/Oder had become too friendly with the Polish railway personnel present at the Frankfurt/Oder railway station. In addition, there were numerous complaints concerning the number of damaged cars which appeared on the reparations trains from Frankfurt/Oder to Brest-Litovsk and which the Polish Railway Administration had been obliged to uncouple from trains passing through its territory and put aside for repairs. Such damage, according to the Soviet authorities and the Deutsche Eisenbahn-Verwaltung, was nothing less than sabotage.
3. The decrease in traffic at Frankfurt/Oder, following the late January rush, has continued, and all goods trains which had been delayed at Frankfurt/Oder have left. On 21 January 1951, the station at Frankfurt/Oder was virtually empty.
4. On 23 January 1951, work was to be started on surveying a site at Frankfurt/Oder prior to starting work on a new customs station. The plan envisaged the development and extension of an area for the laying of two main tracks and six secondary tracks between Buschmühlenweg and the Oder railroad bridge (Eisenbahn-Oderbrücke) near the present railway embankment. At the same time, a second track would be laid across the present railway bridge over the Oder.
5. Priority has been given to the rebuilding of the road bridge over the Oder which must be ready by 30 September 1951.

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Document No. 11
 No Change In Class. ☐
☐ Declassified
 Class. Changed To: TS S C
 Auth.: HR 70-2
 Date: 28 JUL 1978 By: